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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY East Germany

REPORT

SUBJECT Stendal Airfield

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a four-page report

on Stendal airfield which gives information under the following headings: (1) Runway Details, (2) Taxiways and Associated Hardstandings, (3) Concrete Filletting on the Runway/Taxiways, (4) Storm Drains, (5) Possible Projected Underground Construction, (6) Airfield Rail Spur, (7) Miscellaneous. Two sketches are also included: Sketch A shows the method of concreting the fillets at the junctions of the runway and transverse taxiways, and Sketch B shows the relative layout of the runway and parallel taxiway with the projected associated hardstandings.

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EAST GERMANYAIR/MILITARYSTENDAL AIRFIELD - Reconstruction
progress as at 26 July 57.

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Appendices:

Attached at Appendix "A" is a rough sketch plan showing the method of concreting the fillets at the junctions of the runway and transverse taxiways.

Attached at Appendix "B" is an overlay from local 1/25000 maps showing relative layout of the runway and parallel taxiway with the projected associated hardstandings.

1. RUNWAY DETAILS

The [redacted] runway [redacted] has not been accepted by the Russian commission from ZOSSEN-WUENSDORF. As a result of the extensive inspection undertaken during early July, this party of visiting engineers located four hundred faulty sections in the runway. Faulty laying of the concrete by the main [redacted] Verteiler is the official explanation given for the cracks that are appearing, but experienced workmen have expressed their opinion that the concrete was not properly dried out, too much attention being paid to completing the runway on schedule. All the normal builders' debris and associated light-gauge railway track have been removed from the runway. The portions of the faulty sections are at present being drilled out and the new concrete relaid by hand.

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2. TAXIWAYS AND ASSOCIATED HARDSTANDINGS

- (a) [redacted] the northern parallel taxiway has already been concreted, in addition to the two westerly transverse taxiways. These three taxiways all have a uniform width [redacted] and have been laid down in four strips of concrete [redacted]

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- (b) Adjoining the NW corner of the parallel taxiway, the extensive rectangular hardstanding [redacted] has almost been completed. This hardstanding has a thicker foundation than that under the runway and parallel taxiway, and has been initially excavated to a depth of 40 cms. The base was repeatedly packed, and on to this a layer of coarse sand (see specimen

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attached) approximately 5 cms. in thickness was laid, followed by a similar layer of fine ballast. The two layers were then watered, then rolled, and then two identical layers were placed on top and again rolled. On to this 20 cms. of tightly packed foundation the concrete is being laid to an even depth of 20 cms. All sections have been locked by metal rods in a similar fashion to the construction on the main runway.

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- (c) The [] taxiways have so far been laid on to a shallower layer of ballast/fine rubble, beneath parts of which a layer of similar coarse sand has been evenly spread. The coarse sand for this under layer is being specially brought across the airfield from an extensive excavation located [] in the NE corner of the airfield.

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All concrete laid on the parallel taxiway and the transverse taxi tracks has been locked longitudinally by the usual metal rods. The individual sections have been locked laterally by tongue and groove joints as in the adjoining strips comprising the main runway.

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- (d) Concreting of the easterly transverse taxiway has commenced.
- (e) The concreting for all taxiways and associated hardstandings is scheduled to be completed by the end of September '57. After this date most of the specialist personnel from the BAU UNION BRANDENBURG will be withdrawn from the airfield and transferred to the new nuclear power station under construction on the STECHLINER SEE.

3. CONCRETE FILLETING ON THE RUNWAY/TAXIWAYS

To date seven extensive concrete fillets have been laid down at the western end of the runway/taxiway (see sketch at Appendix "A"). The fillets have been constructed in two parts, an initial [] portion, to which a further [] portion has been added, giving the hypotenuse a slight indentation. The two fillets at either end of the inner transverse taxiway, combined with the width of the taxiway itself, have an overall face length of [] 15 sections []. Similar [] fillets have been added to the inside of the outer transverse taxiway, and also to the eastern side of the new hardstanding nearing completion in the NW corner. The corresponding fillet on the western side has not yet been completed.

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4. STORM WATER SOAK-AWAY

A new underground pipeline, approximately 60 cms. in diameter, is being laid down between the extreme SE corner of the runway and the nearby road. This pipeline connects the perimeter water drainage pipeline extending around the entire runway and leads into the nearby main drainage system extending along the STENDAL/BORSTEL road.

5. POSSIBLE PROJECTED UNDERGROUND CONSTRUCTION

The position of the previously reported excavation in the NE corner of the airfield has now been confirmed []. This site adjoins the southern side of the roadway which comprises one of the main entrances to the main airfield domestic area.

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The excavation is now being shaped.

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There are indications at present that the base is being levelled off in a uniform fashion (see overlay at Appendix "B" for exact location). The spoil from this excavation is being transferred to the western end of the airfield for use as under-packing in association with the foundations to the northern parallel taxiway. No building material is visible anywhere in the vicinity of this excavation, nor are there any current rumours circulating around the site associated with any proposed bunker construction.

6. AIRFIELD RAIL SPUR

- (a) The permanent airfield rail spur leads off the normal gauge main line [] and extends around the northern and western perimeters of the airfield, to terminate on the material mixing site []. This siding is in good condition,

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- (b) Two short additional sidings lead off this main spur at:

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- (i) [] At the terminal of this track there is a series of derelict surface fuel discharge points.

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- (ii) [] a comparatively newish-looking short spur leads almost up to the site of the derelict hangar east of this derelict hangar site is the western end of the marked out extensive hardstanding, [] which lies parallel to the main parallel taxiway. Initial excavation for this hardstanding has commenced, the depth being approximately 30 - 40 cms.

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7. MISCELLANEOUS

- (a) Personnel

- (i) There is still no S.A.F. construction unit in situ on the airfield.

- (ii) In addition to the [] personnel from the BAU UNION BRANDENBURG who are being transferred to the STECHLINER SEE (RHEINSBERG) project, several small parties of workmen have already left the site with various equipments and have proceeded to the KABLOW fuel depot site.

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- (iii) The German engineer on the airfield responsible to the S.B.B. (Luft) at DESSAU is LEMMER (f.n.u.) []

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- (b) Official Construction Plans

All official working plans used on the site are kept in a roller-shutter cabinet in the BAU UNION BRANDENBURG's headquarters, which is located in the former air traffic control tower []. This building is not normally specially guarded.

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(c) Security

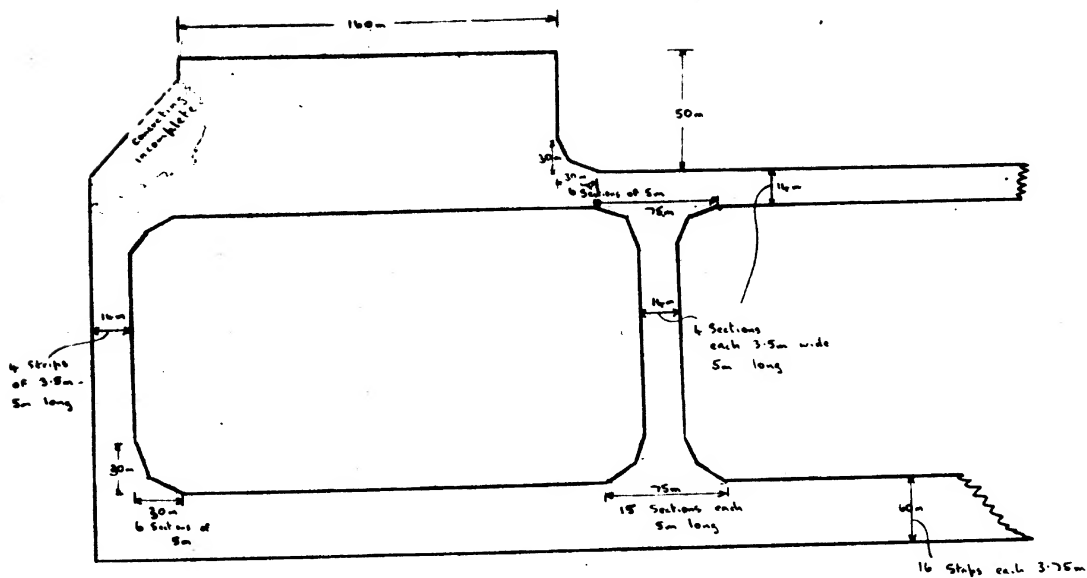
The northern built-up portion of the airfield is occupied by Soviet military personnel wearing black/red sbds., and is completely sealed off by sentries patrolling the airfield rail spur, which acts as a dividing boundary. The actual airfield landing area is guarded by German Works Police and no military or S.A.F. sentries are to be seen in this area. As yet there is no special airfield perimeter fencing, apart from the somewhat dilapidated former Luftwaffe wiring.

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APPENDIX A

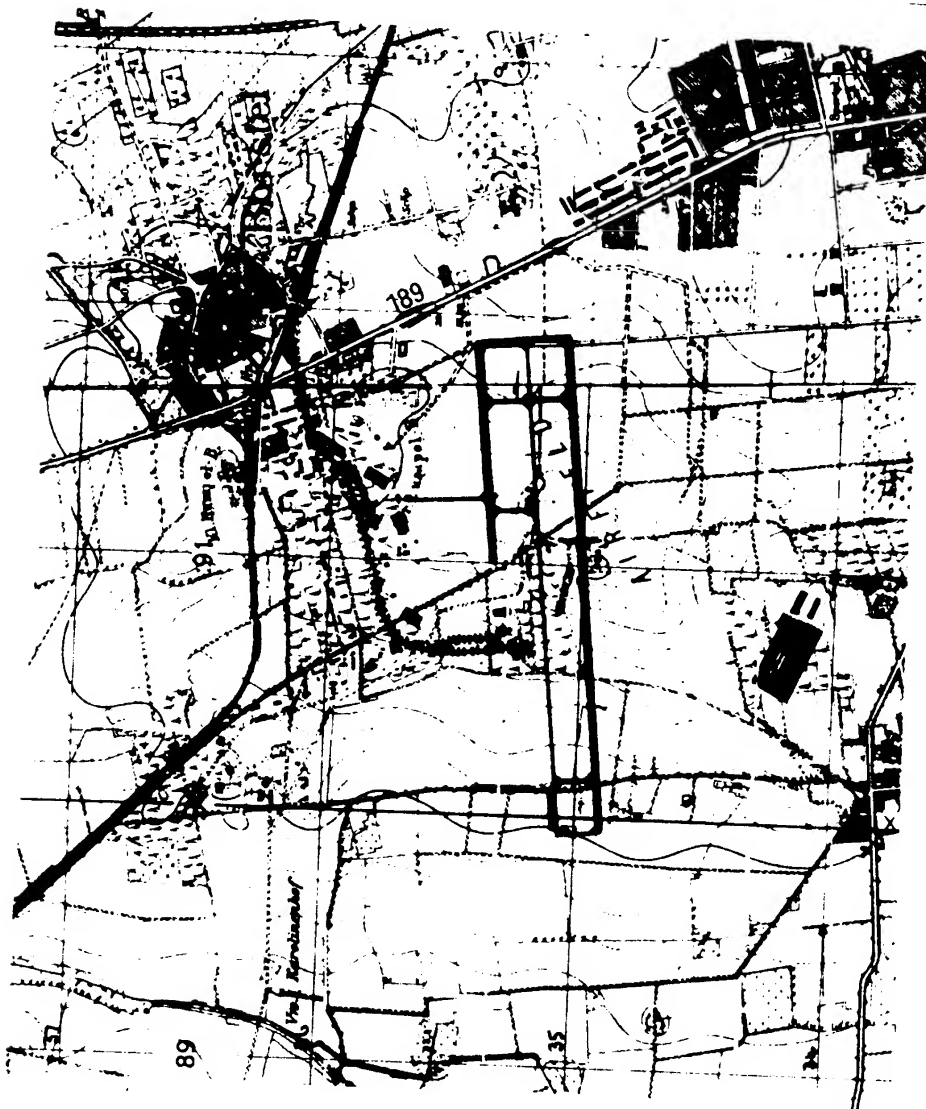


STENDAL AIRFIELD
method of Concrete
Runway/Taxiway Fills

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